
INDIANAPOLIS TO CHICAGO.

SPECIAL FUNERAL TRAIN

For the Escort of the Remains of our late President,

ABRAHAM LINCOLN.

Leave INDIANAPOLIS at 12 Night, April 30th, 1865.

Arrive at CHICAGO at 11 A. M., May 1st.

The time and regulations are by order of D. C. McCALLUM, Brev. Brig.-Gen.,
Director and Gen'l Manager Mil. R. R., U. S.

INDIANAPOLIS TO CHICAGO.

Miles.		Pilot Engine.
	Leave Indianapolis	11.50 P. M.
10	Augusta	12.30 A. M.
15	Zionville	12.47 "
21	Whitestown	1.07 "
28	Lebanon	1.30 "
33	Hazelrigg	1.55 "
38	Thorntown	2.10 "
43	Colfax	2.25 "
48	Clarke's Hill	2.40 "
52	Stockwell	2.50 "
56	Culver's	3.00 "
63	Lafayette Junction	3.20 "
65	Lafayette	3.35 "
72	Battle Ground	3.55 "
78	Brookston	4.15 "
82	Chalmers	4.25 "
88	Reynolds	4.45 "
96	Bradford	5.08 "
104	Francisville	5.35 "
110	Medaryville	5.50 "
118	San Pierre	6.15 "
133	Wanatah	7.00 "
142	Westville	7.30 "
146	La Croix	7.40 "
155	Michigan City	8.25 "
168	Porter	8.55 "
176	Lake	9.20 "
188	Gibson's	9.55 "
196	Calumet	10.20 "
209	Arr. Chicago (Park Place)	10.50 A. M.

RULES AND REGULATIONS.

1. The figures in Table represent the time upon which the Pilot Engine is to be run; and the FUNERAL TRAIN will follow, leaving each Station *ten minutes behind* the figures of this Table.

2. The Funeral Train will pass Stations at a speed not exceeding *five miles an hour*, the Engineman tolling his bell as the Train passes through the Station and Town.

3. Telegraph Offices upon the entire route will be kept open during the passage of the Funeral Train, and as soon as the Train has passed a Station, the operator *will at once give notice to that effect to the next Telegraph Station*.

4. The Pilot Engine will pass no Telegraph Station without first getting information of Funeral Train having passed the last preceding Telegraph Station, coming to a full stop for that information, if necessary.

5. Upon the entire route a Safety Signal will be shown at each Switch and Bridge, and at entrance upon each curve, indicating *that all is safe for the passage of Pilot and Train*—each man in charge of a signal knowing personally such to be the case, so far as his foresight can provide for it. The signal from Indianapolis until reaching *broad daylight* to be a *White Light*, and from that point to Chicago, a *White Flag*, draped.

6. The Engineman in charge of Pilot Engine will carry two red lights in the night, and an American flag, draped, during daylight, at head of Engine, indicating that a Train is following; and will also provide themselves with proper red lights, flags and extra men, to give *immediate notice* to the Funeral Train in case of meeting with anything on the route causing delay or detention.

7. The Engineman in charge of the Funeral Train will keep a sharp look out for the Pilot Engine and its signals.

8. The Pilot and Funeral Train will have entire right to the line during its passage, and all Engines and Trains of every description will be kept out of the way.

9. Each Road forming the route will run its Train upon its own standard time.

W. F. REYNOLDS,

Pres. L. & I. R. R.

B. F. MASTEN,

Sup't L., N. A. & C. R. R.

R. N. RICE,

Gen. Sup't M. C. R. R.

